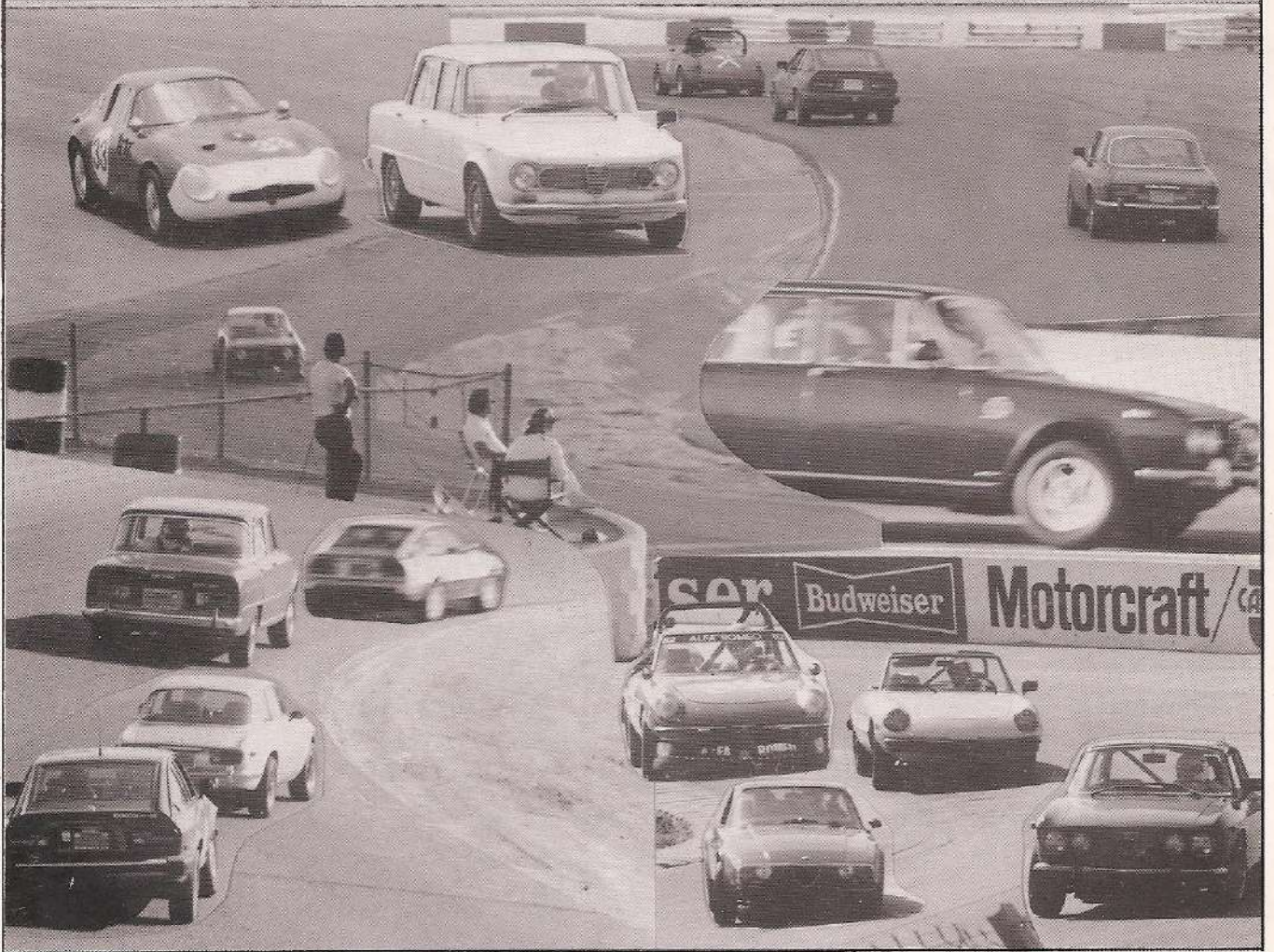


ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 26 NUMBER 11 NOVEMBER 1987

AlFacionada!

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

ALFACIONADA is the monthly publication of ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, a regional chapter of AROC, Inc. Meetings are held monthly on the fourth Friday of the month at 8 P.M. at Alondra Park Clubhouse located at 3850 Manhattan Beach Blvd., Lawndale, Ca. Please send articles, letters, ads and black and white photographs to the newsletter editor by the first of the month for publication in that month's edition. Classified ads are available as a free service to members and at a nominal \$5 charge to non-members advertising Alfa items. This newsletter and its authors assume no liability for the accuracy or legality of any technical information appearing herein.

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♣ ATTENZIONE!

CHRISTMAS TIME

Our annual Christmas party is set for December 5th at Charlie Thieriot's house at 2500 Roscomare Road in Bel Aire.

The party will be a BYOB (Bring Your Own Bottle or Bring Your Own Broad). [so as not to offend you ladies out there it can also stand for Bring Your Own Beau!-what a diplomat I am-Ed.] There will be a \$5 charge to cover mixes, soft drinks and food [of which Joel will probably consume 75%!-Ed.]. It's a chance to mingle and get to know all the Alfa Club members, so set aside December 5th for some good food, good conversation, a little dancing and a REAL FUN TIME!!

If you plan to attend please let me know by November 30th so I can make sure there will be plenty of food. See you on December 5th!

Frank and Pat Kranz (213) 326-2589

♣ COVER STORY

AROSC salutes a very successful 1987 Time Trial season! Also, we pay tribute to Riverside International Raceway, which has thrilled both driver and spectator alike for some thirty-odd years now. This photo montage depicts some of its famous turns as well as "piloti".

P.S. Can you name the year, make and model of each Alfa pictured...and who the driver is?

❖ PRESIDENT



RICH RECEIVES RAVES

We've seen lots of crowds this year. 250 at Riverside Time Trials. 150 at El Camino College for January's meeting. 100 at Will Rogers Park for the Weber Carbs Clinic and Concours. 50 each at the Engine Building and Tune Up Clinics. But these paled in comparison to October 18th's Dyno Day, Autocross and Swap Meet. About 400 turned out for the Harold Rich-planned event. Harold arranged for the site, the portable John, the Clayton Chassis Dynamometer, laid out the track for the Autocross and did the timing as well. Good work, Harold!

Except for Mike Kaehny, Parts Manager at Beverly Hills Alfa, all of the other nine dealers I called with an invitation were asleep at the wheel. Mike did about \$400 worth of business. Incidentally, with Mike now the Parts Manager, Beverly Hills Alfa is once again giving 10% discounts to AROSC members.

Among the parts sellers raking it in were Steve Averill, Dave and Paul De Rosier, Tom Farrington, Steve Fields and Doug Joseph. Don't worry guys, we threw out the Franchise Tax Board spy.

EVERYONE gravitated to the dyno to listen to the Alfa engines songs at 6000 rpm. Gianni Alfa's 1300 Giulietta Spider recorded 80 HP just two under a 1600 Duetto and six under a 1750. Two '81 Spiders, one with D'ell Orto carbs and one with Webers had 91 and 95. Sten Lindgren's '73 GTV with low compression pistons awaiting the installation of a turbocharger still had 101. Alan Ward's VW GTI race car had 107. John Abbene's '76 Alfetta sedan slipped from 126 to 108 on the same dyno as last year.

And now with the drum roll getting louder may I present to you the 1987 Most Powerful 4 Cylinder Alfa...a big hand and bragging rights to DAN RITTER and his '65 Giulia TI sedan with 115.

AROSC Time Trialer George Kranen's '84 Turbo T Bird had 142. Tying with 145 for MOST POWERFUL ALFA were DAVID BRUNETTE and his '81 GTV-6 and DON VETA and his '72 Montreal.

AROSC member/professional photographer Stan Zimmerman was busy selling photos he had taken at Riverside in September. For those still wanting a photo of themself at the wheel of their Alfa call Stan at (714) 968-9491.

Final kudos are due for Nancy Averill who baked a fantastic Pumpkin Chocolate Chip Loaf and Helene Levey who baked delicious cherry chocolate cookies and to Scott Baysinger and Jay Levey for bringing the pylons.

ALFA RACING NEWS

According to AUTOWEEK magazine "the 164 sedan will form the basis of the company's motorsports activities in 1989, probably in four-wheel drive form. The firm's existing 1.5 liter V8 FI engine is being evaluated for use in the 164. Alfa confirmed it will contest both the Group A and the new FIA Procar World Championship." This latter series will have cars that look stock but are race cars under the body work.

1,127,607

That is the daily circulation number of the LOS ANGELES TIMES. The September 17th issue devoted its weekly "10" column in the Thursday View Section to "10 Car Clubs—Classic and Newer Autos Featured in Free and Frequent Exhibitions". We were the first one listed and received eleven lines of coverage. Since it appeared we've gotten about 10 new members plus offers from numerous businesses and from resorts to hold weekend events.

continued next page

OLD AND NEW DEALERS

In case you haven't heard, AROSC's old friend, Alfa of Santa Monica, is no longer in business. That's a shame because not only did they recently host our Electrical Clinic, but they were the oldest Alfa dealer and had a fine reputation. ARI will soon announce the name of the new dealer in Santa Monica.

THINK BLACK AND WHITE

At all five of our Clinics we've had several members videotaping, plus lots of amateur photographers snapping away. Many of them have sent me their photos and later asked why they weren't in the ALFACIONADA. The explanation is that in color these photos don't show enough contrast to reproduce well. For the December 6th Concours at Descanso Gardens bring some black and white film and we promise to print them and identify you as the photographer.

ON THE HOME FRONT

Two AROSC members have had their pictures in the LOS ANGELES TIMES recently. Marshall Buck, Director of Research and Development at Cerwin Vega, won the 12 cylinder front engined two seater Class in his 365 GTB4 on September 26th in the Ferrari Owners Club Virginia City, Nevada Hillclimb. Louise Velasquez, '73 GTV owner and executive vice president of Quincy Jones Productions, was also extensively quoted on the increasing popularity of Brazilian music in the U.S.

Four AROSC Time Trialers had an exciting time at Del Mar's October 17th vintage races. John Ireland placed 14th in F Modified Production, Dan Ritter placed 13th in D Modified Production, and John Green and Tor McPartland placed first and second in E Modified Production.

UPCOMING FUN

With Thanksgiving Day passing, what can't be far off? The Annual Xmas Party at Charlie Thieriot's is set for December 5th. Great Italian food, great company, and great raffle prizes for EVERYONE.

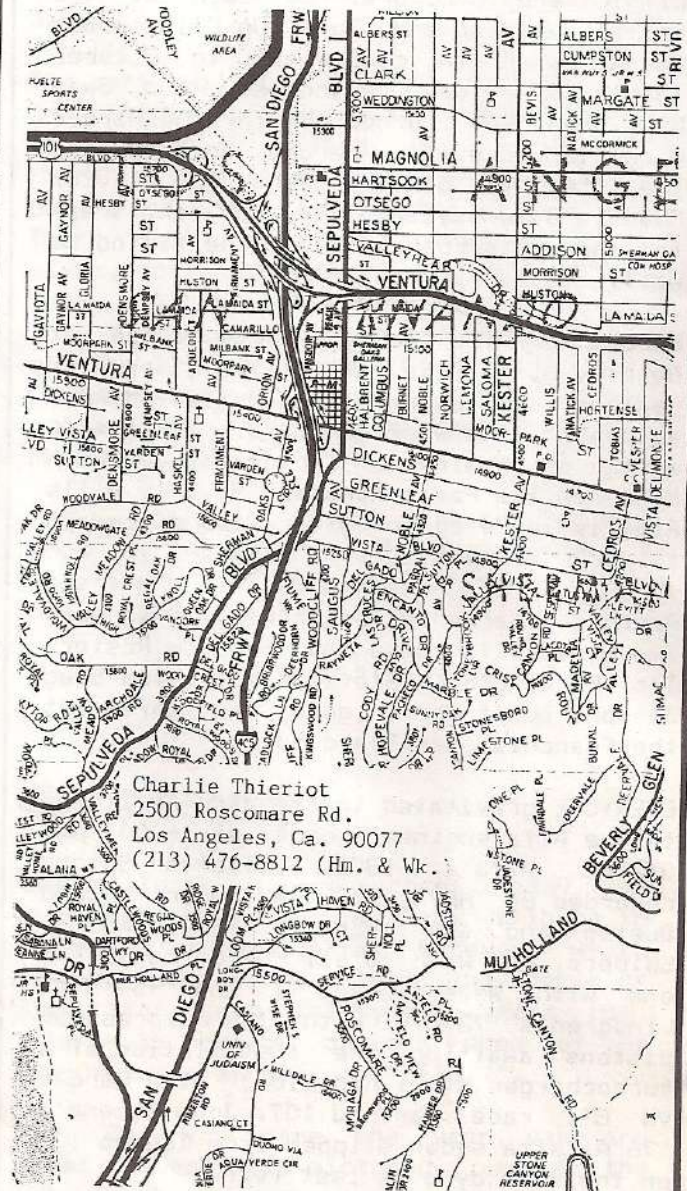
Give the Kranzes a call at (213) 326-2589 so they can know how many to expect.

Rain washed out the Concours on November first. Dan Ritter has set one up for December sixth at Descanso Gardens in La Canada-Flintridge.

YET ANOTHER SERVICE FOR YOU

By simply giving me a call you can reserve a professionally prepared How to Tune Up a four cylinder Alfa videotape for a week at a time. We showed this at Alondra Park in September and it was very well received.

Happy Thanksgiving! Ciao.



OCTOBER 18th DYNO RESULTS

HP	OWNER	CAR MAKE, MODEL
80	John Ireland	'58 1300 Spider Veloce (chipmunk powered)
82	Jay Levey	'67 1600 Duetto Spider
86	Gene Pekich	'70 GTA Jr. 1750 (severe underachiever!)
91	Lorenzo Gigliotti	'81 Spider w/Del'Orto carbs (name worth 50hp!!)
95	Dirk Stoehr	'81 Spider w/Weber carbs
100	Lou Alaman	'76 Spider
101	Sten Lindgren	'73 GTV
107	Alan Ward	'87 VW GTi race car (showroom stock-yea,sure...)
108	John Abbene	'76 Alfetta Sedan (next season's 1st teardown)
115	Dan Ritter	'66 Giulia TI (superior prep by Scuderio Frigo!)
142	George Kranen	'84 Ford T-Bird Turbo (what was Lori's phone #?)
145	Dave Brunette	'81 GTV-6 (macho guy...ate lots of Wheaties)
145	Don Veta	'73 Montreal (mas macho...refused sex night before!)



Alfa Romeo

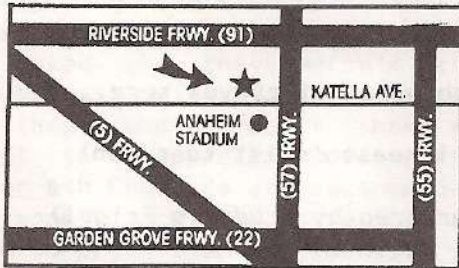


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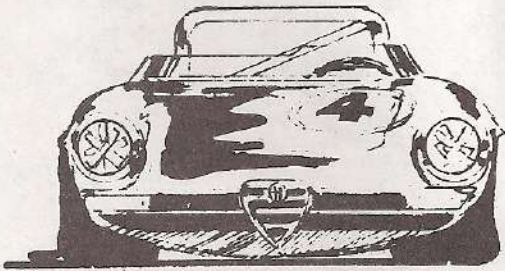


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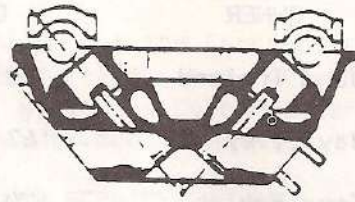
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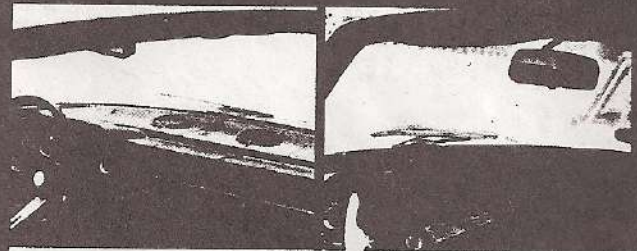
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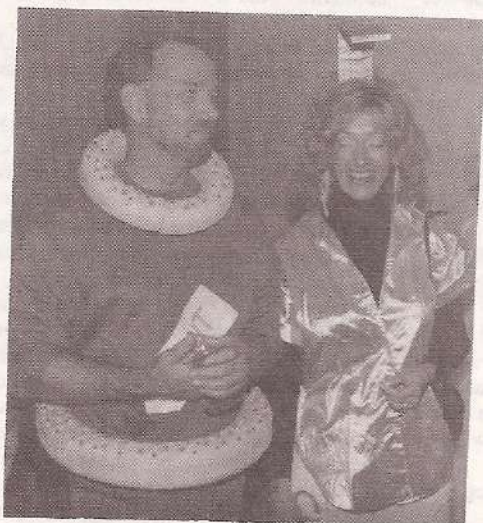
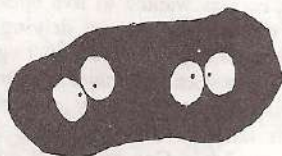
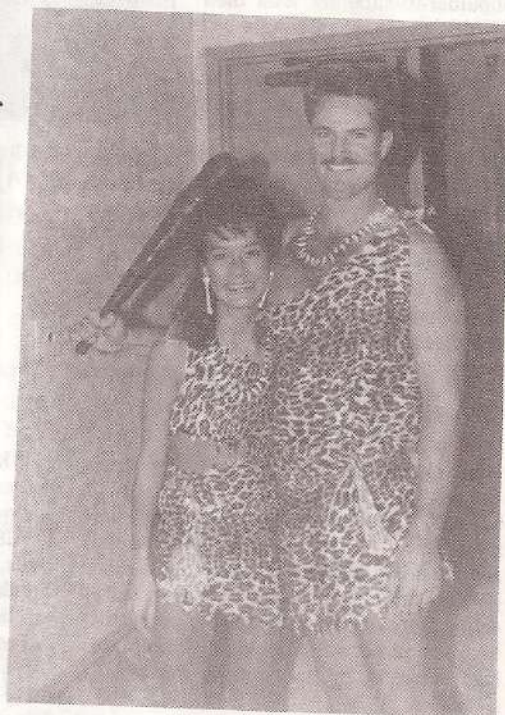
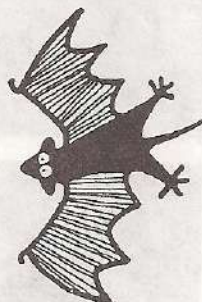
SOCIAL REPORT-CARLSBAD TIME TRIAL



It continued to rain throughout the day, but by 7:00pm that evening the party animals began to gather. The Olympic Resort did a wonderful job on the dinner buffet. About 7:30 our DJ arrived and began to play. There were cave people (Rosemary Polinski and Tony Presto) Dracula and Elvira were there too (Charlie Thieriot and Joann Schwartz).

As the night progressed Dracula was out on the dance floor just burning it up! His rhythmic feet were interrupted by a gypsy woman with a garlic clove. We danced and a good time was had by all. All of the costumes were so well put together that we couldn't decide on a best costume winner so instead we had a raffle and gave away free Time Trial entries.

The Time Trial at Carlsbad Raceway was originally scheduled for Sunday November 1st, but, due to insurance reasons the event was rescheduled for Saturday, October 31st. On Saturday morning a group of hopeful time trialers gathered in the rain at the track to find a big muddy mess. The weather looked as if it might clear so all decided to return to the hotel and meet at 9:30 to formulate a game plan. The question was "weather" to run-or not. Charlie Thieriot took another run out to the track and concluded that it was still too wet and unsafe to run. With that a few people chose to return home. Even though the time trial at Carlsbad had been cancelled, the AROSC Party Animals carried on.



Sunday a few people (with blood-shot eyes) gathered at the hotel for a wonderful brunch before starting home.

Our Halloween party was great fun, now let's all start getting rested up for the big Christmas bash!!!

Frank and Pat Kranz

Gene and Sue Zettle...yikes!

ALFA'S ANNUAL LOVE FEAST

The Alfisti make up a microcosm that tells us a lot about ourselves

By Ken Eklund

For Alfa Romeo owners the harmonic convergence happens every year, as devotees assemble for the National Convention. This year it was in Portland, Ore., in early August, and *AutoWeek* went along to see for ourselves this legendary car *amore*. For three days we were bumper-to-bumper with Alfas and shoulder-to-shoulder with their owners, on tours, racetracks and in social situations. We drove Alfas, rode in Alfas, gazed at Alfas, and mostly just plain talked Alfa with Alfa owners.

Conclusion: Alfisti are indeed something of a national treasure—perhaps America's quintessential car subculture. Here are a few items from our notebooks:

Who are they: The antipasto of America. Rich and not-so-rich, young and not-so-young, full-serve and self-serve, students, white collar, blue collar, men, women, kids.

Why they bought the car:

Other car owners usually have a single logical reason: "power" or "price" or "I needed something bigger/smaller/faster/more chic." Alfisti do not. Either they'll confide some inexpressible emotional compulsion or launch into a half-hour story, dating from their impressionable years, that involves an eccentric uncle, a glorious college semester in Italy or the movie *The Graduate*.

What model: Lots of "S" words: Sprints, Spiders, Supers, Speciales. And Gs: Giulia, Giulietta, GT, GTA, GTV, GTV-6, GTZ.

The Alfa emblem: You'll find it on grilles, deck lids, shifter knobs, gauges, mirrors, floor mats, T-shirts, watches, keychains, pins....Depicts, interestingly, a man being devoured by a monster.

How many do they own?: Don't expect short answers like one, two, or three. Instead you'll get "None—but I almost owned a Duetto once" or "Six and two one-thirds." Some Alfisti claim that the acronym A.L.F.A. stands for "Always Looking For Another." Believe it.



Alfisti don't just come to talk, they come to drive (above). Alfas (right) are much like their owners: Similar yet diverse



Why it's red: "Son, they're *all* red underneath."

Does it give much trouble?: Don't ask. If Alfa owners wanted to live episode-free lives, they would not be driving Alfas. Trouble is what you buy an Alfa to get *into*.

The project car: A major element in the Alfa Experience. In every owner's mind there is another Alfa that he or she will drive—someday. One in perfect condition. But right now it's out in the back yard.

How can you afford to drive Alfas?: "How can you afford not to?"

Will they buy another Alfa?: Definitely. As soon as they find the right one/clean the garage/finish the current project car.

Do they take good care of their cars?: Yes and no. Good *emotional* care, yes. But kid-glove *mechanical* treatment, not always. Not all Alfa owners are the type who bother to change the oil on schedule or slow down for speed bumps.

Will you sell your Alfa?: "I beg your pardon?"

Wry observations aside, one last thing must be noted. One of the deepest joys of

car ownership is social. What the strange predicament of the Alfa in America has done is create the ideal environment for this sort. The small size (less than 5,000 members) has kept the association personal. The distance from Italy has made it self-reliant. The cars vary enough, are low-priced and distinctive enough to make the group wonderfully diverse. Yet the owners have all taken the same long jump of faith and have the same automotive vision.

But how long before the real world intrudes? Since the crisis years of the early '80s, Alfa has tried to capture a much larger U.S. market share by offering cars that catch the attention of typical Americans.

The four-door Milano was the first step. Next comes the 164, due here in 1989. With a body design and price tag shared with the Saab 9000, plus front-wheel-drive and an automatic transmission option, this sedan seems anathema to dyed-in-the-wool Alfisti.

Under new owner Fiat, Alfa's plan will accelerate. And if it succeeds, the club can expect new members—and new visions.

Craig Morningstar, representative of Alfa Romeo International, put it this way during the convention's closing luncheon: "We love the Alfa club, but there aren't enough of you. Car buyers today don't want to drive cars; they want to drive *refrigerators*—something that runs without having to worry about it."

Will there come a day when Alfa Romeo makes appliance cars? Many Alfisti think so, and cling tighter to their Spiders. But we remember an interlude at Portland International Raceway. Beside us, a woman shaded her eyes as a red Milano took off down the straight, its exhaust sounding a little like a hound dog's ghost being sucked into a wind tunnel. Her husband was driving; it was their first convention.

As the car disappeared she shivered. "Oooh, it's *exciting*, isn't it?" If this is the way the club is going, we feel better for auto enthusiasts everywhere. ■

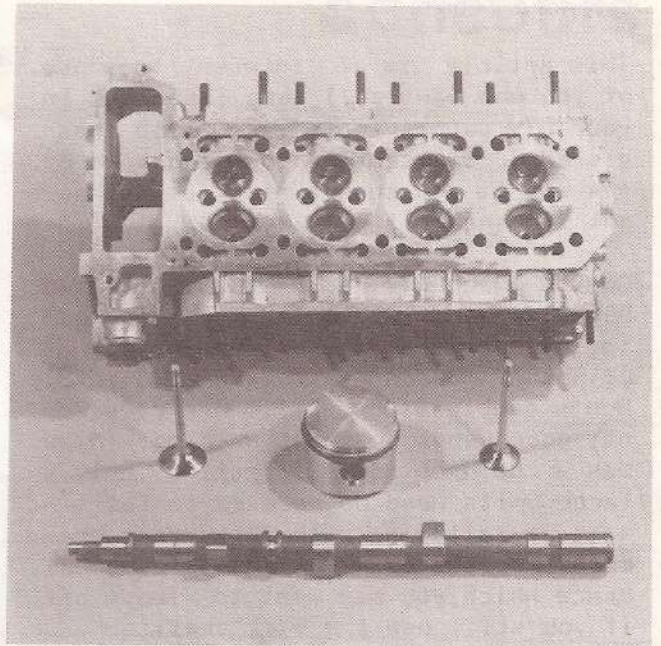
TECHNICAL

TWIN SPARK

Alfa Romeo has introduced the 75 Twin Spark to the European market. The Twin Spark head, as the name implies has two spark plugs per cylinder. One spark plug is fired by a distributor in the conventional location of the 2-litre engine-ie, the right-hand side of the front cover. The second plug is fired by an additional distributor driven off the exhaust cam. The engine in the 75 has the variable intake cam along with a sophisticated Bosch Motronic fuel injection system. The redesign of the combustion chamber, while maintaining the traditional long stroke of the Alfa 2-litre engine, gives a usable power band wider than any other similar production 2-valve or 4-valve engine.

As can be seen in the enclosed photograph, the intake and exhaust ports and port angles, as well as the pistons, camshafts, and valves have all been redesigned and are not interchangeable with the standard single ignition head parts. The head will bolt onto a 2-litre block and with the necessary changes can make a very interesting engine. From the factory a Twin Spark is rated at 148hp, only 8hp less than the 2.5 V6! With the more modern combustion chamber, piston design and port angles, there appears to be an interesting future in the development of this engine.

The engine is currently doing very well in European Formula 3 racing and Alfa is maintaining its domination of the class against the 4-valve VW and Toyota engines. In Europe I have seen turbocharged 2000 Giulia GTVs with Twin Spark heads (blown through 40mm side draft carbs)! The cars looked like great toys and could give many expensive machines something to think about under almost any circumstances.



In view of the development of the Turbo Evolutione, which, but for a few errors in development and homologation, could be racing with 350hp from the traditional 1750 engine rather than the 265hp that they are currently racing with, a well prepared Twin Spark could be set up to create some excitement and turn a few heads. Alfa Ricambi is waiting for a few missing pieces before starting development of the engine. Super charging and turbocharging are being studied at this time. The cost of the parts necessary to set-up an engine are a bit high and it appears that something more exotic than your typical engine modifications are in order to justify the investment. As most readers know, 150hp from a good running Alfa 2000 is not a difficult job. Just think of your '72 GTV with 265hp or more!

Brad Bunch

[Brad is the owner of Alfa Ricambi and has been a long time supporter of our club and it's events. Alfacionada thanks him for this and his past contributions! Also, the Twin Spark head is currently on display at the main offices of Ala Ricambi in Glendale, Calif.-Ed.]

more Tech next page...

...more Tech!!

This article is of interest to those of you who want roll bars installed in your GTV coupes. ['66-'74 105&115 chassis-Ed.] I recently had one put in my '74 and it was such a nice job I thought I'd share it with others.

On Dave Vegher's recommendation I had Don Oldenberg at Design Products Racing do the work. He is located in Huntington, Beach at (714)892-1513. Don's fabricating skills are excellent; good bends and neat welding. Mine was a deluxe model, meaning only 4 large bolts need be removed to facilitate installation with the anchor brackets separate. It has a diagonal brace which you may want to leave off if you still use the back seat.

The price was \$350 installed and painted. Don confirmed this as the price to others even though mine was the prototype. I feel this was excellent and wouldn't hesitate to recommend him to others. He was very neat (I was slightly nervous about my brand new headliner) and now has a pattern which allows the interior lights to remain in place.

I could write paragraphs on why anyone who Time Trials their Alfa should have a rollbar. I think, however, that it's an obvious bargain measure of safety for less than the price of a good set of tires!

If anyone has any questions about this or anything else pertaining to GTV's (I just finished restoring mine!) feel free to call me during the day at (21-3)596-4461, or in the evening at (714-898-1234.

Fred Schueddekopp

[Fred has been an AROSC member for the past 4 years since he moved here from Canada. He lives in Huntington Beach and works for North Sails in their Huntington Beach loft. When not working on his '74 GTV he is often seen in the Firehawk Endurance Series where he co-drives a VW Golf GTi with fellow AROSC members Larry Harvey and suspension guru Alan Ward.-Ed.]

CONCOURS D'ELEGANCE

CARLSBAD CONCOURS

Unfortunately, the weather conditions prevented the concours event scheduled for November 1st from materializing. It was originally scheduled for October 31st but due to insurance problems at Carlsbad Raceway the Time Trials and the concours event was switched. Hopefully the separate mailer reached those in time. However, it was all for not for the rain clouds had released the torrent and made the track quite an uninhabitable place for man and machine. The question is-where does that put the competitors for year end points, especially with only one concours event staged to date?

I've decided to schedule an event on Sunday, the 6th of December at Descanso Gardens. The site is conducive to this kind of event due to the ample parking and picnic facilities. Descanso Gardens is located in La Canada. From the intersection of Verdugo Road and the Glendale (2) Freeway, go east on Verdugo Road to Descanso Road. Take Descanso Road south to the entrance. Weather permitting, I hope to see you there!

Dan Ritter - Concour Chairperson





Alfa Romeo CONCOURS

ENTRY FORM

Descanso Gardens 1418 Descanso Drive La Canada

ENTRANT:

Name: _____ Phone: (____) - _____

Address: Street: _____ (Apt#: _____)

City: _____ Zip: _____

ENTRY:

Manufacturer: Alfa Romeo Model: _____

Year: _____ Chassis Serial #: _____

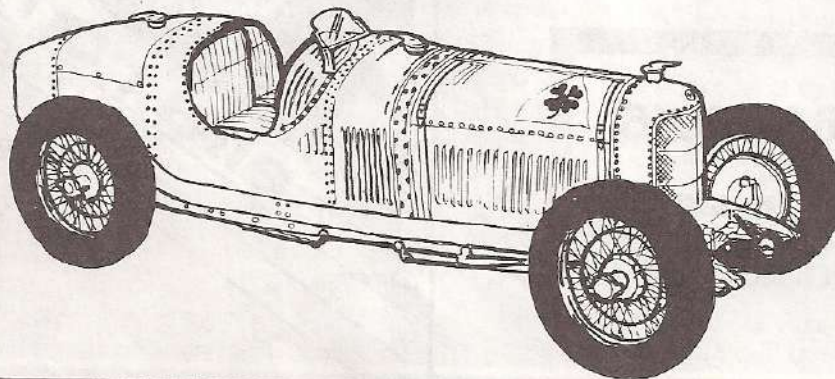
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1. I understand that my entry fee is not refundable. I further understand that this event is governed by the AROSC Concours Competition code and that in the event of any dispute, the decision of the Concours Board is final.
2. **Release of liability:** I, the undersigned, desiring to enter and participate in the above listed event, do hereby release the Alfa Romeo Owners Club and the Alfa Romeo Owners Club of Southern California; these organization's respective members, officers, directors, or chairpersons; any sponsor of the event; the owners and management of the site; the event officials; and any other persons assisting at the event; jointly and severally from any and all liability arising out of my participation in said event.

Signature: Entrant: _____ Date: _____

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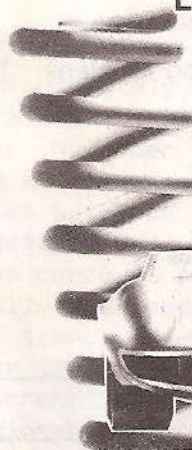
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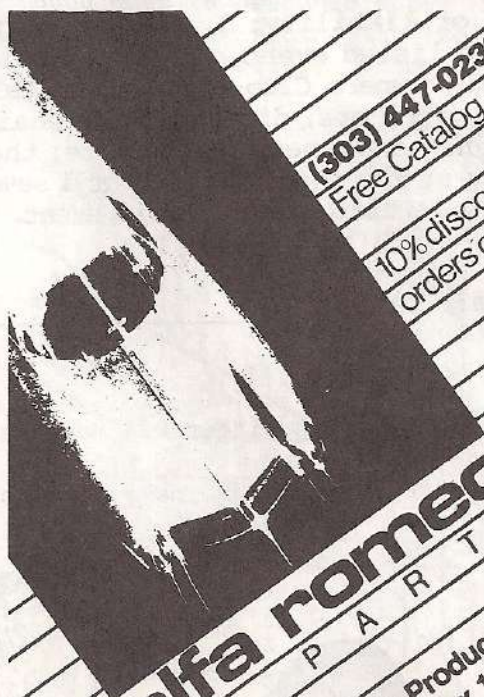
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Automobile Collector



Alfa Romeo proudly presents the Mille Miglia Sprint Veloce, a limited edition of Alfa's incomparable high performance GT, engineered and styled in the spirit of the Italian road race classic.



The Mille Miglia, (the thousand mile race laid out in a course that stretched from Brescia to Rome and back again) was one of the most exciting events in European racing.

In total, 24 Mille Miglias were held and Alfa took first place in 11 of them. In fact, Alfa Romeo won this race more often than any other automobile. More than Ferrari, more than Bugatti.

To commemorate this race and the men who drove it, Alfa Romeo proudly presents the

limited edition Mille Miglia Sprint Veloce. Like the regular Sprint Veloce, the Mille Miglia edition is a high performance GT with a 2-litre all-aluminum engine, a 5 speed synchronized gearbox, rack and pinion steering and 4 wheel power disc brakes (all standard).

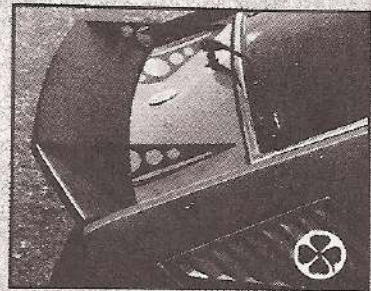
But this special edition comes equipped with other exclusive options which make it worthy to bear the name Mille Miglia:

- special Ronal alloy wheels
- sun roof
- rear window wiper/washer
- Blaupunkt am-fm stereo cassette radio w/4 speakers and an electronic amplified antenna
- air conditioning
- fog lamps
- rear deck air spoiler
- digital quartz clock
- outside

- right hand mirror
- rear quarter exterior vent
- Quadrifoglio badges
- 3 special exterior plaques and a dash-

board plaque naming this as a special limited edition Alfa Romeo.

Engineered in the same spirit as the race that gave it its name the "1000 (Mille) Miglia."



The limited edition (less than 500 cars will ever be produced) Mille Miglia Sprint Veloce. The collectors car of the future, available today at your Alfa Romeo dealer. Alfa Romeo. Something to talk about.



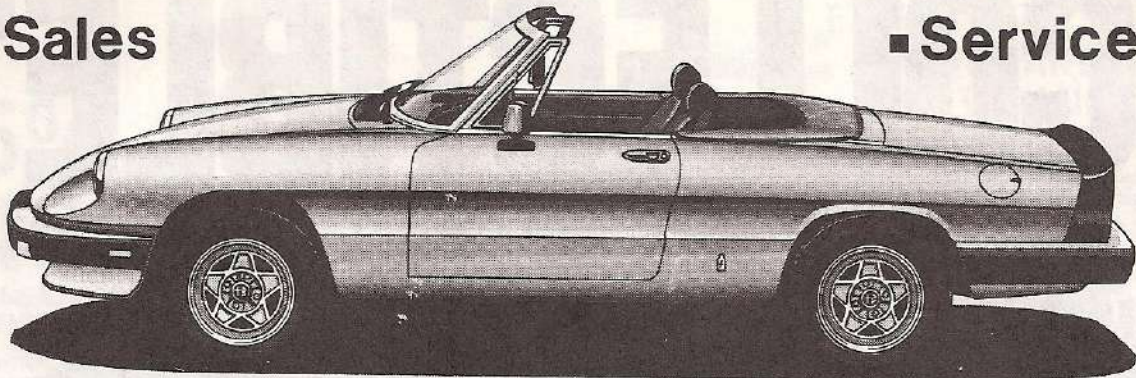
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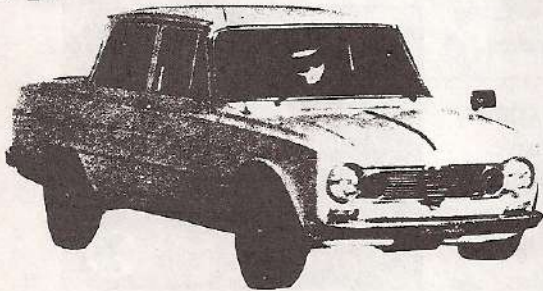
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FOR SALE

'67 AND '74 Alfa engines. \$450 ea. Need to sell ASAP. Steve (818)963-9725

1976 ALFETTA SEDAN

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🍀 CALENDAR 1987

JANUARY 24/25 Time Trial and Intro at Willow Springs 30 General meeting at El Camino College	FEBRUARY 3 Board meeting 27 General Meeting Alondra Park 28/1 Time Trial at Laguna Seca Raceway	MARCH 27 General Meeting at Alondra Park 28 Tour to J. Paul Getty Museum. 15 car limit 31 Board Meeting	APRIL 18 Engine building clinic at Veloce Motors West. 1 PM. 24 General Meeting at Alondra Park 25/26 Time Trial and Intro at Willow Springs. 28 Board Meeting
MAY 9 School, Practice & Intro at Riverside Raceway 17 Concours d'Elegance at Will Rodgers & Weber Carb. Clinic 22 General Meeting at Alondra Park 26 Board Meeting	JUNE 6 Alfa of Santa Monica Electrical Clinic 14 1st Annual Picnic, Softball game and People's Choice Conc. El Dorado Park, 11:30 26 General Meeting at Alondra Park 27/28 Concours/Newporter Inn. Call Dan Ritter	JULY 11/12 Time Trial and Intro at Riverside 24 General Meeting at Alondra Park 25 Omega Motorsports Valve Adj. Clinic 31/ Aug 1/2 National Convention in Portland, Oregon	AUGUST 11 Board Meeting 16 Tour/Picnic No General Meeting this month/ Historic Auto races at Laguna Seca 29 Clinic - Wegge Motors
SEPTEMBER 25 General Meeting at Alondra Park 26 Time Trial and Intro at Riverside 29 Board Meeting	OCTOBER 11 Concours d'Elegance at (Tentative) 18 Swap Meet & General Meeting/Modification Info Exchange. 27 Board Meeting	NOVEMBER 7 Clinic E & J Auto Body 20 General Meeting & Elections at Alondra Park. 21 Clinic - DIRO. 24 Board Meeting	DECEMBER 5 Christmas Party



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